

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
PROPRIETOR.All business or news letter and telegraphic
despatches must be addressed NEW YORK
HERALD.

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AMUSEMENTS THIS AFTERNOON AND EVENING.

FIFTH AVENUE THEATRE, Fifth avenue and Twenty-
fourth street.—LES DRAGONS DE VILLARS.WALLACK'S THEATRE, Broadway and 13th street.—
CAST.OLYMPIC THEATRE, Broadway.—HOPKINS DUFFY,
WITH NEW FEATURES. Matinee at 1 1/2.GRAND OPERA HOUSE, corner of Eighth avenue and
23d street.—THE TEMPEST.BOWERY THEATRE, Bowery.—DON CESAR DE BA-
ZAN.—HAMBURG.—THAT RASCAL PAT.WATERLEY THEATRE, 120 Broadway.—MIRIAM'S
CRIME.—MIDDY ARIANE, &c.WOODS MUSEUM AND THEATRE, Thirtieth street and
Broadway.—Afternoon and evening Performances.THE TAMMANY, Fourteenth street.—ROBINSON CRUSOE
AND HIS MAN FRIDAY, &c.ROOTH'S THEATRE, 23d, between 5th and 6th ave.—
OTHELLO.NIBLO'S GARDEN, Broadway.—THE BURLINGAME EX-
TRAORDINARY OF THE FORTY THIEVES.MRS. F. B. CONWAY'S PARK THEATRE, Brooklyn.—
EAST LYNNE.BROOKLYN ACADEMY OF MUSIC.—THE EMERALD
RING.THEATRE COMIQUE, 314 Broadway.—COMIC SKETCHES
AND LIVING STATUES.—FLUTO.CENTRAL PARK GARDEN, 7th av., between 58th and
60th sts.—POPULAR GARDEN CONCERT.SAN FRANCISCO MINSTRELS, 555 Broadway.—ETHIO-
PIAN ENTERTAINMENTS.—THREE STRINGS TO ONE BOW.BRYANT'S OPERA HOUSE, Tammany Building, 14th
street.—ETHIOPIAN MINSTRELS, &c.TONY PASTOR'S OPERA HOUSE, 201 Bowery.—COMIC
VOCALISM, NEGRO MINSTRELS, &c. Matinee at 2 1/2.NEW YORK CIRCUS, Fourteenth street.—RISLEY'S
JAPANESE TROUPE. Matinee at 2 1/2.HOOLEY'S OPERA HOUSE, Brooklyn.—HOOLEY'S
MINSTRELS.—THE BILL POSTER'S DREAM.NEW YORK MUSEUM OF ANATOMY, 615 Broadway.—
SCIENCE AND ART.

TRIPLE SHEET.

New York, Wednesday, May 12, 1869.

THE HERALD IN BROOKLYN.

Notice to Carriers and Newsdealers.

BROOKLYN CARRIERS AND NEWSMEN will in
future receive their papers at the BRANCH OFFICE
OF THE NEW YORK HERALD, No. 145 Fulton street,
Brooklyn.ADVERTISEMENTS AND SUBSCRIPTIONS and all
letters for the NEW YORK HERALD will be
received as above.

THE NEWS.

Europe.

The cable telegrams are dated May 11.
The London Standard of yesterday again criti-
cized the speech of Senator Sumner on the Alabama
claims. It contends that the depredations of the
Fenians in Canada would more than balance the
injuries inflicted by the Alabama. England can go
no further than she has already gone in the
matter. The York spring meeting began yesterday.
The Zealand Stakes were won by Mr. Johnston's
bay filly and the Great Northern Handicap by Mr.
Porter's Plover.

The Mayor of Cork, Mr. O'Sullivan, has resigned
his position. The bill introduced in the House of
Commons to disqualify him from acting as a magis-
trate has in consequence been postponed.

The Russian government is about to take steps
to reorganize the Catholic religion in the empire.

Cuba.

An engagement is reported at Altagracia which
the Spanish papers confess was stoutly contested.
The Spaniards lost a colonel and a captain among
the killed. The village of San Miguel has been
burned. Puerto Principe is said to be plentifully
supplied with provisions. Consul General Plumb has
arrived in Havana.

The United States government is still selling war
material, and as no questions are asked it is not
known officially who are the purchasers. Instruc-
tions have been issued that the Quaker City shall be
closely watched.

The Spanish government has contracted in this
city for the building of fifteen gunboats.

The Pacific Railroad.

Our correspondent at Promontory Point telegraphs
full details of the ceremonies attending the comple-
tion of the Pacific Railroad. There were about
3,000 persons present, including a few ladies and a
large delegation of Mormons. The last rails were
adjusted by high officials in other railroad com-
panies and the laurel tree was placed in position by
the superintendent of construction. The last nail was
then driven in by President Stanford, of the Central
and Vice President Durant, of the Union Pacific
Railroad. The first stroke of the hammer, by an
electrical arrangement, fired off a battery at
San Francisco and set all the bells ringing.

The overland mails have been already delivered to
the railroad company, the Butterfield contract hav-
ing expired with the junction of the two roads. The
cost for transporting is reduced by this change from
\$1,100 to \$200 a mile per annum.

Miscellaneous.

The Cabinet has finally determined that an order
shall soon be issued relative to the Virginia election,
submitting the test oath and the disfranchisement
clauses to a separate vote.

W. W. Corcoran, the Washington banker, has don-
ated his art repository to the city of Washington,
together with the ground on which it is situated, the
back rents due from the government and his large
collection of paintings. The property is worth
about a million dollars, and has been transferred to
a board of nine trustees. Mr. August Belmont has
also offered to donate twelve of the pictures in his
collection to the gallery.

The municipal election which takes place to-day
in Providence, R. I., creates great excitement, even
outside of the little State itself, as it is supposed to
be a decisive contest between the Sprague and the
Brown & Ives interests. Late yesterday, however,
Doyle, the Sprague candidate for Mayor, who has
held the position for the last five years, withdrew
from the contest, and Nicholas Van Slyck, a dem-
ocrat, has been nominated in his place.

An order has been issued from the Headquarters
of the Army detailing a large number of officers left
out by conscription to serve as Indian agents and
superintendents.

The Indian prisoners at Fort Hays made an at-
tempt to overpower their guard on Monday, and
in the affray mortally wounded a sergeant, who fired
upon them and killed two, including Big Head. A
fight took place near Fort Ellis, Montana, on the 6th
of April, between a party of Indians and a detach-
ment of soldiers and citizens, in which nine Indians
and one soldier were killed.

The race between Walter Brown, on a velocipede,
and the horse John Stewart, to harness, came off in
the River Side park, Boston, yesterday, and was won
by Brown, he making five miles while the horse
made nine.

Jim Gallagher, of New Haven, and Andy Hanley,
of New York, had a fight on the shores of Long
Island Sound, about six hours' sail from New Haven,
yesterday. Gallagher won the battle.

Miss H. A. Bailey, an actress, while performing
the death scene in "Juliet" at the Buffalo Academy
of Music on Monday night, accidentally stabbed
herself below the left breast, and the point of the

dagger broke off and remained in her body. The
wound is not dangerous.

The thirty-sixth anniversary of the Anti-Slavery
Society was held yesterday at Stewarts Hall, hold-
ing two sessions. The meetings were presided over
by Wendell Phillips. In the evening speeches were
delivered by Fred Douglass, Senators Wilson and
Stewart, Rev. Mr. Reid, Mrs. Cora Hatch and Wen-
dell Phillips. There was a large attendance and the
proceedings were regarded with much interest.

The steaming Joseph Barker exploded in the bay
off Stapleton, S. I., yesterday, and the captain, en-
gineer and fireman were scalded.

The consolidation of the two stock boards went
into effect yesterday. The stock market was dull,
although quite high at one period of the day, but fell
off towards the close. New York Central touched
12 1/2 and Hudson River 15 1/2. Gold touched 128 1/2.

Prominent Arrivals in the City.

General R. C. Schenck, Samuel Hooper and Wil-
liam B. Allison, members of the House of Represen-
tatives, are at the Brevoort House.

Colonel J. Sharp, of Rome; Dr. Collins, of Great
Barrington; Colonel Groesbeck, of Ohio, and George
Peabody Russell, of Salem, Mass., are at the Fifth
Avenue Hotel.

Ex-Governor English, of Connecticut; Samuel
Goold, of Boston; ex-Postmaster General A. W. Ran-
dall, of Washington, and General O. O. Howard, of
the United States Army, are at the Astor House.

Major Allison, of Philadelphia; Colonel F. D. Cur-
tis, of Charleston, S. C.; Major W. F. Waters, of Cal-
ifornia; Colonel J. O. Snell and Colonel M. C. Reed,
of Fort Plains; Commander Berran, United States
Navy, and Judge D. Chambers, of Hastings, are at
the Metropolitan Hotel.

Colonel O. H. Lawrence, of Kansas, and General
O. H. Denen, of the United States Army, are at the
St. Charles Hotel.

Major W. V. Chardavayne, of Alabama, and W. H.
H. Tucker, of North Carolina, are at the Malloy
House.

A. C. Twining, formerly President of Harvard Col-
lege, is at the St. Julien Hotel.

Hon. E. Casserly, United States Senator from Cal-
ifornia, is spending a few days in this city at a pri-
vate residence in Madison square.

Captain W. B. Palmer, of Stonington, and Captain
T. Grogan, of steamer Queen, are at the New York
Hotel.

Major W. O. Beardsley, of Auburn; Dr. Winslow
Lewis, of Boston, and Dr. W. C. Taylor, of Rich-
mond, are at the St. Nicholas Hotel.

Prominent Departures.

F. Colton, Consul to Italy, for Washington; Judge
William A. C. Anderson, for Sandusky; Lord Paget
and Lord Waterpark, for Canada; Judge Lord, for
Massachusetts; Colonel Vivian, for Washington;
Colonel Jellet, for Virginia; Dr. Michaelis, for Phila-
delphia; W. T. Higgins and William Pardeau, for
California.

Mr. Lester Wallack and family and W. L. Florence
and wife are to sail to-day in the Scotia for a tour in
Europe.

Miss Viola Crocker and Captain A. P. Wilson
sailed yesterday in the steamer Alaska for Aspin-
wall.

The Pacific Railroad—The Beginning of a
New Era—The General Prospect.

The completion of the Pacific Railroad marks
the beginning of a new era in the march of
modern civilization. It is an event which
may be classed with the first printing press,
the first steam engine, the first steamboat, the
first locomotive, the first steamship and the
first magnetic telegraph. It is the application
of all these forces to commerce. It is the
solution of the great original idea of Columbus
of a western route to the East Indies. With the
Suez ship canal it shows how in the com-
mercial exchanges between the nations of the
great northern belt of the globe we may dis-
pense with Cape Horn and the Cape of Good
Hope. The outgoing trade of Eastern Asia
(some thirty-two hundred miles by rail between
San Francisco and New York) will not pass
over this costly railroad line; but it is the be-
ginning of the diversion of that trade from the
Capes of the two hemispheres directly across
the Pacific and this Continent.

The immediate results and advantages of
this Pacific road will be a new impulse to our
great western current of emigration and to the
currents of emigration from Europe to the
United States. With the construction of the
road it has been taxed to its available capac-
ity in the transportation of miners and other
settlers, goods and machinery to the mining
States and Territories along and within five
hundred miles of the line. It is in this im-
portant business of the settlement and develop-
ment of those new States and Territories,
Kansas, Nebraska, Dakota, Wyoming, Mon-
tana, Colorado, Utah and Nevada, that this
road will find abundant employment, to say
nothing of the through passenger traffic
between New York and California, which will
be immense. Branch lines or another through
line will be needed to tap Idaho, Oregon and
Washington in the North, and so with regard
to the regions south of Kansas to Western
Texas and Western Texas itself, New Mexico
and Arizona, and the neighboring Mexican
States (soon to come in) of Coahuila, Chihua-
hua, Sonora, Sinaloa and Lower California,
with its great gulf, in the South. This Central
Pacific road is but the pioneer in these grand
achievements. It follows the line of Fremont's
first exploring expedition in 1845 across the
Continent—an expedition which was turned to
practical account by the Mexican war of 1846,
the peace with Mexico which gave us all those
Territories to the Pacific in 1848, and the
California gold discoveries of 1849.

The Mormons, driven first from Missouri in
1844, and next from Illinois in 1846-7, seized
upon Fremont's report of the great Salt Lake
and its valleys, a thousand miles, over timber-
less plains and desolate mountains, from the
white man's frontier of that day, as a safe
anchorage for the Gentiles for a hundred
years to come. Those industrious people thus
built up a half-way house in the desert
which has materially contributed to the location
and construction of this pioneer Pacific
Railway. What will become of those people
now, with their peculiar institution of poly-
gamy, is a problem which will be settled,
peaceably, we hope, by this road. It is a prob-
lem, however, which in the interests of peace,
common justice and humanity ought not to
escape the earnest attention of General Grant,
in view of some saving recommendations to
Congress in December. For the present pro-
tection of himself and people Brigham Young
has succeeded in diverting this road from the
south end of the Great Salt Lake (where his
city of Zion lies, in the midst of a garden
created in the desert) around the north end of
the lake, making the nearest point from the
road to the city some twenty odd miles, over a
cluster of mountains. But this diversion will
be to the Prophet and his Saints only a tem-
porary measure of relief. They must prepare
for a settlement of the main question; for the
border ruffians are close upon them.

But we have said that this road will not
serve to draw the teas and silks of China and
Japan across this Continent to New York. The
difference in the costs of transportation be-

tween the ship and the railway train will still
divert this traffic around Cape Horn and Good
Hope. An American isthmus ship canal is
needed for this business. Give us this canal
and the mass of the trade of Eastern Asia and
the neighboring islands will find its way to
New York through the Gulf of Mexico, the
gulf which "manifest destiny" says is soon
to become the great naval and commercial
salt water basin of the United States. In this
view Columbus was correct in his original idea
of a western sailing route to Asia from Europe;
for a ship from Spain direct for the ship canal
suggested, at any isthmus passage, will sail
the original western course of the great
captain.

In regard to our Southern States we had
expected that with the settlement of this
troublesome matter of reconstruction they
would have sufficient attractions in their cheap
and fertile soil, genial climate and profitable
products to divert the great gulf stream of
emigration from the West to the South. But
this Pacific Railroad spoils this calculation;
and the people of the Southern States must
proceed more earnestly and systematically
than they are now doing in presenting their
superior inducements to Northern and Euro-
pean men in search of fortune, or the great
tide, but little broken, will still drift to the
fabulous gold and silver mountains of our new
States and Territories in the West.

To the emigrant, with a family, Virginia, for instance,
is a thousand times more desirable than those
wild Western Asiatic regions; and it is to
emigrants with families that the South must
look for the rebuilding of her waste places.
Unencumbered young men will drift to the
gold and silver mines, and two-thirds of those
who "make their pile out there" will return to the
old States to marry, settle down and enjoy the
reward of their exile to the diggings. So the
whole country will share in the golden and
silver harvest from the Pacific Railroad, and
still greater things will be seen by the present
generation. The building of this road removes
mountains of doubt in regard to other enter-
prises, and shows that a ship canal at Darien,
Panama or Nicaragua may be commenced and
finished in the short interval of two or three
years. It is simply the concentration of capi-
tal and labor by millions where only thousands
heretofore could be commanded.

The Richmond papers are beginning to ex-
hibit their old life and fire. The contest be-
tween Wells, radical intolerance, and Walker,
conservative restoration, is being carried on
with great spirit.

THE DRAMATIC FUND ASSOCIATION.—The
reports of the secretary and trustees of the
American Dramatic Fund Association, pre-
sented at the annual meeting on Monday, en-
courage us to believe that after a long struggle
for existence this association has fairly en-
tered upon a hopeful career. Since its in-
corporation in 1848 it has divided among claim-
ants sixty thousand five hundred and thirty-
seven dollars. The project of raising the two
limited fund which it now has under invest-
ment to the full sum of one hundred and
twenty-five thousand dollars their charter
allows it to hold might easily be accomplished
by concerted action on the part of managers
and actors. Our theatre-going population is
too large and appreciates too gratefully the
claims of a profession that ministers so directly
and constantly and powerfully to their amuse-
ment not to co-operate gladly in carrying out
this project.

A BOSTON paper states that Jubilee Gilmore
has thoroughly scraped the country for catgut
for his mammoth peace festival, and that he
aspired to secure the lunar bow, but found it
too "high strung."

GREAT LOSS TO THE HEALTH OFFICER.

The steamer The Queen, of the National
line, from Liverpool and Queenstown, arrived
off Staten Island on Monday evening, with
one thousand two hundred and eighty-seven
steamer passengers, all in good health except
two cases of measles. The surgeons
belonging to the ship, having had charge of
the cases from the first symptoms, pronounced
them measles. The Health Officer's man did his
level best to make the sick have the smallpox.
Could he have possibly called it smallpox the
entire ship's company, from the captain to the
cook, would have had to undergo a course of
sprouts similar to that inflicted on the passen-
gers by the Ariel last week, and at the same
reasonable charge "per capita." Unfortunately
for the quarantine fees the case was so
clear that there was no good pretext for vac-
inating these twelve hundred and eighty-seven.

HIRING ROOMS.—An interesting decision to
those who hire two rooms and pay by the
month was given in the Marine Court on Mon-
day. Plaintiff had hired the rooms in May
and expected to keep them till May, but as the
landlord wanted the place in March he pro-
ceeded to force the tenant out. It was decided
that the tenant had a right to hold on till May,
and the landlord had to pay damages.

A WESTERN paper commenting upon the
fact that President Grant has been presented
with a pair of fine horses, remarks that he has
accepted the present with a view of making
this a stable government.

BAGGAGE.—It has just been decided in the
Supreme Court that travellers must withdraw
their baggage from the keeping of railroad
companies upon arrival; that the companies
are under no obligation to store the baggage,
and are not liable for its loss if "not removed
within a reasonable time." As this is very
different from the system in Europe European
travellers should especially take notice of it.
Our railroads, of course, are run on too high
a scale for the managers to think of such a
trifle as accommodating the public on the
trunk question.

IN THE RIGHT DIRECTION.—The last rail-
road for the city, through the whole length of
Twenty-third street, is to belong to whoever
will pay most for it to the Commissioners of
the Sinking Fund.

SPAIN AND GIBRALTAR.—There is no better
evidence that the revolution in Spain has re-
vived a real national feeling than the demand
for the possession of Gibraltar. Gibraltar is
likely to lose some of its value to England, be-
cause it will be flanked by the canal that is to
be built through France from the mouth of
the Garonne to the Mediterranean. This fact
makes it more probable that Spain may get
the fortress.

Judge Benedict's Charge to the Grand
Jury.

Judge Benedict admirably accomplished on
Monday his task of defining the powers and
duties of the Grand Jury. He demon-
strated the special importance at the present
time of a full and vigorous exercise of those
powers and a careful, conscientious discharge
of those duties. He directed attention to cer-
tain provisions of law and certain questions of
fact which the Grand Jury will be required
particularly to consider. After stating that the
war, which decided the question whether a
government framed like ours had the ability to
quell by force of arms a great rebellion, raised
another question, which is now in process of
solution—namely, whether such a government
can surely provide for the payment of the in-
terest upon a great debt—Judge Benedict
exposed the fraudulent evasions of legal taxes
on the part of those willing thus to grow rich
at the expense of their fellow citizens. This
latter class—numerous and powerful both
socially and politically—has, he said, from the
beginning confronted the government in its
effort to collect the revenue. He especially
exposed among these various fraudulent eva-
sions what have been designated as the customs
drawback cases. The total amount of these
frauds within a space of six months' time prob-
ably exceeds seven hundred thousand dollars.
Similar frauds have been committed in other
departments. In the warehouse department,
for instance, dutiable goods have been with-
drawn without payment of any duty, until the
loss from a single warehouse has equaled four
hundred thousand dollars, according to the
estimate of an official. The Judge denounced
in unmeasured terms the official corruption
which such facts disclose, and eloquently urged
upon the Grand Jury their duty diligently to
inquire and presentment make of every offence
arising under the laws of the United States
which shall be made to appear by reasonable
prima facie proof. Let us hope that the
action of the Grand Jury may be such as to
check the rising tide of official corruption and
general demoralization. In that case Judge
Benedict's charge will have sounded the knell
of the whiskey rings.

THE LAST "LINK" IN THE PACIFIC RAIL-
ROAD—May it never be broken!

THE RHODE ISLAND ELECTION.—The politi-
cal agitation which exists in Rhode Island
relative to the issue of the municipal election
in Providence will be quieted this evening after
the close of the polls. The local entanglement
of the different parties has been simplified
considerably, and the bitterness of the canvass
neutralized to a great extent by the withdrawal,
yesterday, of Mr. Thomas A. Doyle, the
Sprague candidate for Mayor. This leaves
the contest between the Brown and Ives nomi-
nees, and the democratic candidate, Mr. Van
Slyck. It is considered not unlikely that the
latter may be victorious. A strange result,
should it happen so, of the division of the
prominent interests in little Rhody.

THE LAST RAIL ON THE Pacific road has been
laid. That would be a good thing to lay be-
tween the North and the South. They have
been railing at one another long enough.

THE PACIFIC RAILROAD AND THE NEWS-
PAPERS.—Mayor Hall did no more than justice
to the newspapers when he said in his reply
on Monday to President Ames' telegram an-
nouncing the completion of the Pacific Railroad
that the newspapers of this metropolis "have
largely contributed to this day's result." The
grand idea of commercially welding together
two extremities and coasts of an immense
continent had been agitated by the newspapers
for many years before they succeeded in mak-
ing it popular and practicable. They will con-
tinue to uphold the enterprise, and at the same
time they will vigilantly guard the interests of
the public against all possible abuses on the
part of those directly or indirectly charged
with the management of the road which con-
nects New York, on the Atlantic, with San
Francisco, on the Pacific.

GRANULATED.—The Leavenworth (Kan.)
Bulletin facetiously remarks that St. Louis "is
at length teaching a lesson to Chicago, which
our friends on the lake admit goes much
against the grain." That's because, perhaps,
there are so many "rogues in grain" among the
pupils.

RAPPED ON THE KNUCKLES.—Master Under-
wood, the exuberant but rather empty-headed
personage who is United States Judge in a
district of Virginia, some time ago discovered
a mare's nest. He found that certain Virginia
judges were ineligible under the fourteenth
amendment, and though they were left alone
by the appropriate legislation, he, on his own
account, proceeded to set free from the Vir-
ginia jails all persons condemned by those
judges. His judgments have just been re-
viewed by Chief Justice Chase, who tells
Underwood that the "appropriate legisla-
tion" should have been his guide, and that the
decisions of *de facto* judges are always en-
titled to respect. Underwood had better take
the advice of his lawyer before he renders
any more decisions.

NOSES AND ROSES.—They have a "War of the
Noses" in Cincinnati. The chief difference be-
tween this war and the "War of the Roses" in
England is that in the Cincinnati conflict the
emblems of both houses are red.

A Check to Prussia.

Many have been the reports circulated by
the European press in reference to the mag-
nitude of the warlike preparations at present
being carried out by Prussia, or virtually by
Count Bismarck. Hundreds of men are em-
ployed in removing trees around the fortifica-
tions and preparing everything for a case of
emergency. Moreover, the King of Prussia is
to go on a tour of inspection to the northern
seaports about the middle of the present month,
from whence he will probably visit the fortified
towns along the Rhine. All these precautions
cannot have escaped the watchful eyes of
interested neighbors, especially after the publi-
cation of Count Bismarck's ideas respecting
the future form to be adopted by the map of
Europe. The city of Mayence is a strong
point and lately has been particularly favored
with the Premier's attention; in fact, from re-
ports current we are led to presume that it is
at present occupied on a scale equal to that of
a war footing by Prussian soldiers, and the
consequence is that France and Austria are
determined to find out what this means.

Basing their demand upon the cessation of the
principality of Hesse to the North German
Confederation, they ask by what right Prussia
occupies the fortress of Mayence. Should this
question be enforced we may anticipate that
stronger arguments than diplomacy will be
brought forward by Bismarck, which may tend
to kindle the firebrand of war now evidently
pending in Europe. Such is the dread of an
early struggle that merchants in Europe re-
fuse to close forward contracts for the purchase
and delivery of goods, which must necessarily
be very detrimental to the general interests,
causing a prejudicial effect, both to the labor-
ing classes and to the capitalists. Count
Bismarck has proved himself an able states-
man and has doubtless given the matter due
consideration before entering upon his pro-
gramme; but in his endeavors to aggrandize
his fatherland he must not forget the difference
existing between the kingdom of Prussia and
the North German Confederation.

The Quarantine Trouble.

In taking care of the sanitary interests of
the city the Board of Health finds that there
is trouble in the Quarantine management.

"The trouble is that we do not seem to have
a Health Officer who will inform the Board, or
who has the capacity to inform it, whether a
vessel coming up to this city has ship fever on
board or not." This succinct statement of the
trouble is by Dr. Stone, one of the Health
Commissioners, an able physician and a re-
spectable gentleman. His declaration that the
Quarantine doctor "has not the capacity" to
perform the duties of his station, or fails to
perform them perhaps for some worse reason,
is sustained by the facts, notwithstanding the
Health Officer's success in browbeating those
members of the commission whose motto seems
to be "Anything for a quiet life." That the
Health Officer does not know what ship fever
is shown by a statement he made in the same
discussion from which we have quoted the
above sentence. He said in regard to infected
ships that he had passed, "There has never
been an instance where a case developed itself
afterwards." Now the James Foster, Jr., that
he sent up to the city, is an instance which
exposes at once the impudence or ignorance
of this statement. Her captain died of ship
fever in Brooklyn. The mate also died of
ship fever in Brooklyn, and several other cases
are reported from the same infection. Justly
alarmed by these facts the Board of Health
sought to supplement this inefficient Quar-
antine officer by establishing a regulation to com-
pel him to notify the city health authorities of
the coming up of any ship that he had found it
necessary to disinfect. As it does not suit
him to have any supervision of his acts the
Health Officer flew in a great rage at this, bul-
lied the whole Board of Health, and proposed
an amendment that leaves things just where
they were before—that is, in his discretion—and
this amendment was carried by the votes of
the non-medical members, all the doctors
voting against the Health Officer.

STILL THEY COME.—One ship that reached
here on Monday last had fourteen hundred im-
migrants. All the German steamers to sail
between this and September will have a full
complement, and the lines from Liverpool and
Queenstown have stopped booking for one
month. Already the number of arrivals this
year is greater than for the same period of any
preceding year. Plenty of farms for the
taking on the line of the Pacific Railroad.

SOCIAL JOURNALISM OUT WEST.—A Western
paper has established a department of
"Bethothals," whereupon the Leavenworth
Bulletin suggests that a department of "Flirta-
tions" should be introduced, the publication of
which has heretofore been monopolized by
sewing societies, quilting parties, love feasts,
picnics and clambakes. In another Western
paper, in the department usually devoted to
"Births," a fine boy was introduced under the
heading of "Fire!" That boy is bound to
make a blaze in the world.

VERY CORRECT.—A Chicago journal says
that city is just as sure of being the capital
of the nation as it is of being the chief
metropolis. Just about.

GLORIOUS REPORTS continue to come to us
from the West and South in regard to the
coming crops. In Wisconsin there is some
talk about grasshoppers, but the editors out
there are getting up a rivalry about the size of
the young ladies' feet in their respective local-
ities, the championship to be given to the one
who can "crush out" the greatest number of
grasshoppers within a specified time.

THAT SPIKE spoke a golden word on the
completion of the Pacific road. But it was
nothing unusual, after all; for persons travel-
ling that way frequently have occasion to see
Pike's Peak!

ANOTHER LITTLE BELL IN WASHINGTON.—
On Monday the tinkling of a little bell was
heard at the national capital, but how different
from Seward's little bell! Its notes sounded
no danger to any man's freedom or rights, an-
nounced no arbitrary will to trample out op-
position to political programmes; but pealed a
little lyric of the progress, growth and glory
of the American people and of free thought,
and hymned such a triumph of intellect over
matter as must be conceived before thirty
million minds can be concentrated on a single
point.

BROADWAY.—It is one year since they began
to lay the present pavement on our great city
thoroughfare, and they are only up to Tenth
street and have skipped half a mile below
Canal street. Citizens who want to take a
Broadway stage up or down find it an aston-
ishing puzzle in these days to know what street
to wait in.

ALL RAIL.—In sending goods to New York
from a Western city the sender contracted with
his Western road that the transportation should
be "all rail," and in a suit that subsequently
arose on the destruction of the goods he
claimed that this stipulation had not been kept,
as the goods were brought into this city by the
boats of the Camden and Amboy road